## CONFINAL

23 November 1979

MEMORANDUM FOR: Mr. James McDonald

Chairman, Agency Energy Committee

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FROM:

DDU Rep, Agency Energy Committee

SUBJECT:

Restrictive Use of Privately-Owned Vehicles

1. This memo is in response to the "hand-out" at our 8 August meeting regarding restricted use of privately-owned vehicles for official business.

- Question At what level should approval be required?
  - Response -We feel that the present approving level in the DDO is appropriate. In this Directorate, use of POVs for official business is approved by the Chiefs of Support, Branch Chiefs, or higher.
- Should we reimburse for mileage over routes Question with shuttle service?
  - Response -The general sentiment in the Directorate is against restrictive use of POVs, even over shuttle routes. The key question is, "Can we equate the gasoline savings with the additional manhours expended in taking the shuttle or public transportation." Making a round trip by shuttle between Headquarters and one of the other Agency buildings normally will add at least an hour to the trip over what it would take to drive one's POV. We must keep in mind that energy is not our only shortage -- we also suffer from personnel shortages. <u>Our</u> position, therefore, is that we should not establish energy policies that tend to reduce personnel efficiency and productivity levels.

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- c. Question Should the use of u-drive-it official vehicles be encouraged?
  - Response Our employees would like to see greater use of "u-drive-it" official vehicles. However, this hardly could be considered energy-saving.
- d. Question To what extent should we resort to regulatory issuance to enforce approved policy?
  - Response It is recognized that this may be a more effective way of having our energy policies enforced since voluntary compliance does not work. However, the general feeling is that energy-saving is such a fluid matter that it may be more practical to have the policies defined in a policy paper rather than by regulation.

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